

ALASKA

Over The Alaskan Highway

By Manley E. Sweazey

At 9:45 p. m., Tuesday, June 6, 1948, our part got under way from Seattle. Dr. Earl Albrecht was at the wheel of his new 1948 Plymouth Deluxe Sedan. Irwin Boettcher, Moravian missionary student, of Edmonton, and myself.

At Kinsgate we left the good old USA and entered Canada. The border guardians, both Canadian and U.S., were fine to us. There was no fuss and no expense. Neither of the groups of officers gave our baggage even cursory inspection.

From the border we drove on north up the Morfie River, through Kimberly, Wasa and Skookum Chuck, past beautiful Lake Windemere, and by midafternoon had reached the Rockies and the entrance to Kootenay National Park.

We drove a mile or so into the Park, up a swirling rock-bound mountain stream. It took us through a canyon where our highway was carved out of solid rock and where the sky was almost completely hidden above us. Despite the heavy rain I hiked up ahead to

get a black and white of the car emerging from this place. Very soon we were turned back because of the bridge washout and compelled to retrace our road to the Park entrance, there to take the other fork of the road and drive north to Golden.

There, we relaxed over a good dinner. Food prices in Canada astounded us, e.g., Earl and I had sizeable T-bone steaks, preceded by a good soup and followed by all the usual "trimmings" including salad and dessert—all for \$1.25 each.

We drove over to beautiful Deer Lodge, on Lake Louise. A walk in the rain over to the shore of Lake Louise made us feel no better that our weather was so foul. The view was pathetic! Earl was impressed greatly by the great bank of Iceland Poppies worked into the landscaping around the Chalet. We left with the definite feeling that a return engagement was indicated.

As we finished driving through Banff National Park—to Banff—we could see only the well placed signs

of what we should be seeing—"Cathedral Mountain," "Mount Eisenhower," "Hole in the Wall" and others. What a pity!

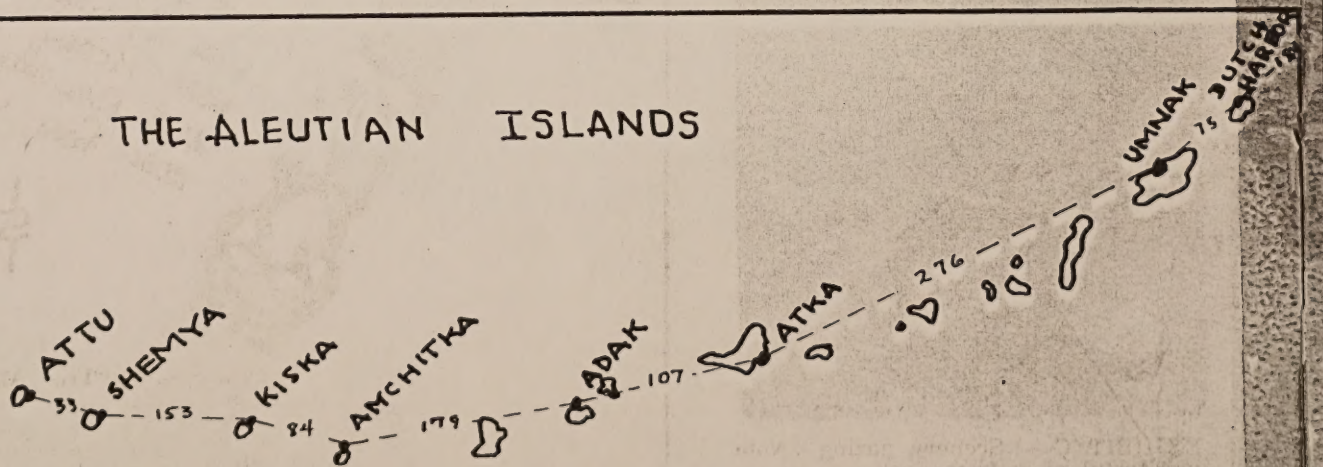
Roads were fine and soon we reached Edmonton. There we found Irvin's folks without trouble (they had moved to that city since he had seen them in the States). They were overjoyed to have him back. We got ourselves "groubbed up" at Irvin's brother's store, all but a few odds and ends we could get enroute. I compromised by purchasing a couple of thick juicy T-bone steaks for our dinner—at 45c per pound.

Edmonton is a busy, up-to-date city and we were very favorably impressed by all that we saw there. The business district is clean, well built, and full of wide streets and fine stores. We bought a pole axe for our camp work, an extra generator for the stove, a "chore girl"—getting away finally around noon.

After leaving Edmonton we encountered our worst roads, roads that you often hear about and seldom see. Dust! Frost thrusts! De-



THE ALEUTIAN ISLANDS



CANADA



Alaska Highway
ALASKA
PERM. FILE

ALASKA
FILE

Getting Around in Alaska

with the HIGHWAY CHAPLAIN*



Bert Bingle in his winter travel outfit.

IN the states, travelling is made easy by route numbers which one may follow to reach any chosen destination. In Alaska following the route is much simpler, for there is usually only one road to take! But travelling in Alaska is far from simple, as the Rev. Bert J. Bingle well knows. Here is a sample:

Mr. Bingle was making one of his regular trips over the Alaska Highway from Fairbanks to Whitehorse (his territory). With him was Mr. N. H. Champlin, pastor of the Fairbanks Presbyterian Church. At one point, only eighty miles from Fairbanks, they ran into a spot where water had been flowing over the road, and sub-zero weather had built up layer upon layer of ice. Trucks had cut a channel through and this was filled with water, a half inch of water having formed on the top.

It was impossible to get through. For an hour, in the bitter cold, the two men chopped ditches in the ice in an effort to drain the water off, but they could make no headway. Fortunately, a Road Commission tractor appeared on the scene. Although the driver tried to discourage them, Mr. Bingle was persistent. "If I always took everyone's advice, I never would get anywhere," he said, and as for Mr. Champlin, he is a firm believer in the old saying, "Nothing ventured, nothing gained."

So the tractor hooked up with the sedan and literally dragged it for about a half a mile through ice and water. Cakes of ice crunched under the car, and water rose above the running boards and froze as it splashed up on the car. But it got through with no damage done!

Before leaving Fairbanks, Mr. Bingle had announced over the radio that he would be at Midway at 4 p.m., with a passenger, to go to the Indian Village of Tetlin to bring mail and hold services. When the children in that village heard the radio announcement, they ran to the school teacher and excitedly cried, "The preach—she come!" The preach—she got to Midway, which is just beyond Tanacross, at 6 o'clock. Though they were two hours late, two dogsleds and drivers were dutifully waiting to take them the twelve miles to Tetlin.

"Mr. Bingle had warned me that riding on a dogsled could be very cold going," observes Mr. Champlin, "so, though I looked forward to my first ride with keen anticipation, this was also mingled with a feeling of apprehension. I pulled on extra trousers, sweaters, mukluks and fur mittens. We each climbed on to a sled and were off with a dash. That ride was a thrill that I never expect to forget. Though it was sixteen degrees below zero, I was so well bundled up that I felt quite comfortable. It was a beautiful trip with the

moonlight turning the snow into sparkling diamonds, and we glided along the trail noiselessly over frozen lakes and through woods while the Indian driver softly whistled to the trotting dogs."

That sounds pretty easy and simple, but not so on the return trip.

In the morning the two men were up early and ready to make the trip—but no dogsleds! The Indians thought they were going to stay "two sleeps," as they put it. (They don't believe in rushing around. They are said to have two speeds—"slow and stop.") Finally, however, Mr. Bingle impressed upon them that they could only stay "one sleep" and had to leave. About noon the first sled appeared and Mr. Bingle was informed it was for him. (You don't tell Indians about such things—they tell you.) Well, he climbed on and started out. Though Mr. Champlin's sled did not appear for another half hour, he overtook Mr. Bingle whose steel runner sled did not glide over the snow as easily as his toboggan-type one. The driver had no sympathy for him but breezed right by, shouting, "Get off the trail." (Their philosophy must be—"every man for himself.") They covered the twelve miles with five dogs in one hour and forty minutes. But before Mr. Bingle finally appeared, he had walked at least three miles, and had run along driving his team for another three miles while his tired driver rode!

Whitehorse lies a little over 600 miles from Fairbanks and the Plymouth made its way along. The highway was in perfect condition. It winds its way through beautiful rugged mountain and lake country. Occasionally a red fox or a coyote would dash across the road in front of the car. But the ever present telephone poles which carry four circuits all the way

*Adapted from a sermon by the Rev. N. H. Champlin of the First Presbyterian Church, Fairbanks, Alaska.

A woman pastor comes with her problem. Before the forced union her church was Presbyterian. The church home was burned out in one of the raids. The congregation meets around in the homes of the members who have any homes left. But that is not the problem. She utters not a word of complaint, not a hint that financial assistance would be welcome. No, it is something quite different. It is that a great opportunity is present and there are many adversaries. She has seen the doors of a normal school begin to open to the Christian message. Unbelievable. Anti-Christian thought has been entrenched in the normal schools of this land. The children of Christian parents all over the country have had to endure the taunts, the ridicule, the threatenings of teachers who have graduated from these normal schools. Can any good thing come of those schools?

Our friend was a normal school teacher once herself, a music teacher. At that time she won two or three of her students to the Christian faith. One of these is now teacher and matron of a dormitory in this school. She suggests to her old teacher that she talk to some of the girls in that dormitory. Informal talks turn into a Bible study group. The number grows to seventeen, and meets two or three times a week. Then one of the other teachers starts trouble. The attention of the principal is called to what is going on. "Sorry, but you will have to stop using the school for that purpose." Five of the seventeen already have been baptized this last Christmas-tide. They can't be abandoned now. If they can only be carried until their graduation in March, by that time they will be able to stand on their own feet, and they will go out to their work as teachers ready to scatter the seed for a fresh harvest for Christ in each place to which they go.

But there is no church building now to take them to. Dormitory rules are stringent and they cannot go far away. Where can they meet? That is the problem. Then it comes

out in conversation that the Imperial University YMCA is not far away. But that is for men. Surely girls would not be welcome there. "Wait a moment, I have the card of the secretary of that association in my pocket this very moment," I tell her. A note of introduction is written. And the next time the woman pastor comes she tells of the first meeting of the class there, of the addition of two of the teachers to the class, and the warm welcome that the Y gives to this group of girls. Now they can be carried on until they graduate, and then there will be five of them left to be the nucleus of a group for the coming year. That was her immediate problem. But she has one for us too: "What are you," she asks, "you bringers of freedom to this people, going to do to pry open still farther the doors of the normal school system and let the winds of freedom sweep through there too?"

Well, what are we going to do about it?

Another school teacher comes. She heard that talk on democracy the other day. She belongs to a school whose doors were closed two years ago. Why? Because they were burned or bombed out? Well, the incendiaries did fall there, and school buildings and dormitories and teachers' residences went up in flames one night. No, that was not the reason. They can even now squeeze a hundred girls into some sort of quarters and start in over again, and this is what they plan to do. But their principal, a baron, was a dangerous man in the eyes of the military. Why, even before the end of the war, he wrote a book on postwar woman's education so far-seeing that even now, after Japan's defeat in the war and the coming of a new regime, his book can be published without a single change. That is the type of man he is, that is the sort of idea he had, and that is why the school headed by such a man had to be closed by those leaders who are now discredited in the eyes of the nation and of the rest of the world.

(Please turn to page 12)

These
people
want
democracy.



SPADEWORK

in IRAN

Persian rugs, the Peacock Throne, Power Conferences, and Oil Wells put Iran in the headlines from time to time, and while power politics play ball with that country, solid foundations for international understanding and good will are being built throughout the whole year by the Community School conducted by the Presbyterian Mission in Teheran, says, COMMODORE B. FISHER, principal.

"DIBS on first bat." "Then gimme the catcher's mit!" Almost any day except Sunday you can hear these familiar phrases in the schoolyard as the youngsters rush out to the playground for soft ball, basketball, volleyball or soccer. You would think they were all American school children and could hardly pick out the dozen real Americans among them. But it is the Americans who are responsible for their expressive language.

Where is this school? In Teheran, Iran, the scene of the famous Big Three Conference, the strategic center where American, British, and Russian soldiers rubbed elbows throughout the war years. At this crossroads of the world, Community School has been functioning since 1934.

Who are the students? More than two hundred boys and girls between the ages of six and sixteen. They come from twenty different nations—American, British, Scandinavian, Czech, Swiss, Russian, German, Belgian, Iraqi, Iranian, Greek, Afghan, Indian Hindus and still others join in study and play. Their parents came to Iran as missionaries, members of diplomatic missions, engineers, doctors, business men and specialists of different kinds. During the past decade Iran has enjoyed something of an industrial revolution. She has built the railroad, sugar mills, woolen mills, a glass factory, and a cement plant. Foreign specialists have come in to do these jobs and many of them have turned to the American Mission

School to educate their children. The school which was started primarily for the children of missionaries, found itself swamped with more and more applicants from the international community.

What do they study? They study regular American textbooks from the first through the tenth grade. Teachers cannot undertake to teach in twenty different languages, so when the first grade teacher says, "Children, open your books, take your pencils, and we will begin to write," everyone must understand what she says. Only students who already understand English can be accepted, so private tutoring is very much in demand in the city of Teheran.

What are the results? Whether they graduate or not, these students go back to their different countries with a better knowledge of the young people of other lands. They can never forget the friends and fellow students with whom they worked and played in Community School. Within the past four years, in spite of the war, our students have gone back to Hungary, Bulgaria, Turkey, Syria, Palestine, Iraq, Afghanistan, India, South Africa, England and America, and most of them write back to their teachers and classmates. No race, class, or religious distinctions are made. All feel at home in Community School, and not one case of discipline has arisen on account of race or creed.

Community School was one of the wonders of the world to the American soldiers stationed in Teheran on the supply route to Russia. American kids! That meant American homes, and the soldiers missing their own kid brothers and sisters, sought and found home and companionship with the Community School children and their families in picnics, parties, jeep rides, church, and Sunday school. A Boy Scout Troop appealed to some of the young soldiers who were scarcely out of their own scout days. Working with the Community School scouts, an old basement room at the school was cleared

American, British, German, Belgian, Russian, Iranian—twenty nations in all. Can you spot them?



to the States are constant reminders of civilization. And beside them lies the Canol pipeline which stretches hundreds of unbroken miles from Fairbanks to Whitehorse connecting up with the Norman Wells oil fields.

At Whitehorse the men again left the car and took a train over the White Pass and Yukon narrow-gauge railroad down to Skagway. "Down" is the correct word. The last twenty miles there is a drop of 2900 feet. On the return trip it took six engines and a rotary plow to haul the train back over the steep climb and through snowdrifts as high as the train! In the days of '98 the pioneer missionary, Dr. S. Hall Young, walked over this pass with tens of thousands of gold-rushers headed for Dawson. The remains of the Presbyterian church can still be seen, which was built when all those thousands camped along the lake and constructed all kinds of floating crafts on which they travelled over the lakes and down the Yukon to the gold fields.

Automobile, dogsled, automobile, train—there was yet another conveyance ahead. The two travelers were just finishing supper at the home of the Skagway minister and his wife, when in walked the Rev. Walter Soboleff, pastor of the Juneau Church and who should be with him but Paul Prouty, missionary of the *Princeton-Hall*, and Elder Andrew Wanamaker, captain of the *Princeton-Hall*. The famous mission boat had just pulled into Skagway and neither party had known that the other would be there! So the next day the two travellers went by boat to Haines where they visited Haines House and the nearby village of Klukwan.

Mr. Champlin tells of a unique incident at Klukwan. "After the service half of the people had left the church when Walter Soboleff, the pastor, beckoned us to be seated. He spoke several minutes in Thlinget and we recognized the words 'seventy and seven.' One of the old men had not taken communion because he was angry with one of the other men. There, in church, he had asked to be forgiven. The two men stood up in front of the church, shook hands, and with their hands clasped, we ministers placed our hands upon theirs as prayer was offered. Then each of the two spoke in Thlinget expressing the great satisfaction that was his, now that he

was at peace with the other. The old fellow then received communion."

After reaching their final destination, Whitehorse, the travellers took account of their trip. In twelve days they had covered 1250 miles by highway, 24 by dogsled, 230 by train, and 30 by boat. The importance of the trip, however, could not be measured in miles. It was what they had done along the way that counted:

At the Indian village of Tetlin, for instance, after they had eaten supper they held a church service—at 10:30 p.m., married a young couple, and joined in the fellowship and fun of the wedding celebration.

At Tanacross the next night, they held services in a civilian mess hall, another service across the river in an Indian village at 10 p.m. The little log church was full of men, women and children who had been waiting an hour. (Can you imagine any white congregation waiting an hour for the preacher to appear for a church service?)

And so it went down the highway—holding services in American and Canadian road maintenance camps, at a Standard Oil pipeline pumping station, at a C.A.A. station and for the Canadian airmen at Snag. One service was held at 6:30 a.m. at Tok Junction before the road men and soldiers went to work. Some services were held at noon when the men came in for dinner. Others were held in the evenings and on Sunday afternoons. The singing was always good, the attention perfect.

Along the Alaska Highway many camps are now boarded up, but there are still enough open to make regular trips by the Highway Chaplain worth while. New recruits keep coming into the small posts. Men from Texas, Oklahoma, and California care for the gas line that runs between Skagway and Fairbanks. Groups of M. P.'s are at some of the now vacant posts. Men at civilian camps keep open and in good repair, the airfields, the highway, and the railroads. It goes without saying that wherever people are they need to be reminded of the Way of Life taught by Christ. They need opportunities to worship together for their spiritual uplift. They need to be reminded constantly of things Eternal. And they yearn for these services even as we do.

Children of both white and Indian villages eagerly await visits of the Highway Chaplain whenever he comes by.



Mr. Bingle's services are often the only Protestant services for boys in camps, both in Alaska and Canada.



ALASKA
PERM. FILE

Highway to Alaska

Speech of
Hon. Anthony J. Dimond
Delegate to Congress from Alaska
in the
House of Representatives
Monday, January 12, 1942

*Not printed
at Government
expense*

United States Government Printing Office, Washington : 1942

443565—21641

SPEECH
OF
HON. ANTHONY J. DIMOND

The SPEAKER. Under the previous order of the House the Delegate from Alaska [Mr. DIMOND] is recognized for 1 hour.

Mr. DIMOND. Mr. Speaker, the subject of the remarks that I propose to make this afternoon is what I consider the pressing need of the building of the highway to connect the main body of the United States with the Territory I have the honor to represent in this body. In order to make a part of what I have to say more clearly understandable I have prepared and brought here, and there are now before you, two charts of the North Pacific Ocean, including the Gulf of Alaska, and the Bering Sea, and in one of them a part of the coast line of Asia, including the islands which constitute most of the Empire of Japan. The charts from which these were made were prepared by the United States Coast and Geodetic Survey. They are authentic in every respect. The upper one, the one near the top of the easel, is what is known as a transverse polyconic projection. A transverse polyconic projection, in spite of its terrifying name, is simply a scientific effort by the geographers to represent upon a flat surface, without undue distortion, a part of the curved surface of the earth. So if you will look at the chart at the top of the easel, the transverse polyconic projection, you will see drawn horizontally through the middle of that chart a line from San Diego, Calif., to Manila, a straight line which is the basis of the chart. This line is a true line in every respect. As one goes north or south from that line there is some distortion, but as far north as the Aleutian Islands the distortion is so slight as to be negligible. The chart at the bottom of the easel is what is known as a Lambert conformal conic projection. The same idea is here carried out, the representation of a part of the curved surface of the globe without undue distortion.

On this chart I have marked the proposed highway to Alaska. The lower part of the highway marked by a blue line, which extends from Seattle or Tacoma, Wash., northerly to Prince George, in British Columbia, a distance of 634

miles, is already in existence. The line marked in red from Prince George, British Columbia, to Fairbanks, Alaska, or nearly to Fairbanks, is the part of the road still to be built. From Prince George to Fairbanks is about 1,500 miles, and along this route at intervals some road has been built; so that the total roads already in existence on this line amount to something around 449 miles, which would leave 1,051 miles of new road to be built through the wilderness. I shall discuss this and other routes at length later.

Geographically, of course, Alaska is firmly and irrevocably attached to the North American Continent, and is a part of the continent, integrated by land connection 700 miles broad, but economically and strategically Alaska is an island as difficult to defend as a real island would be. What I propose here, if it is brought into accomplishment, namely, the building or completion of a highway to Alaska, will weld the Territory of Alaska, both economically and strategically, into the body of the Nation. No engineering difficulties are involved in this suggestion. The only obstacles are of a political nature, and those arising from the singular disinclination of most men everywhere to take necessary and seasonable action to avoid the ever-recurring menace of too little and too late.

Mr. GORE. Will the gentleman yield?

Mr. DIMOND. I yield to the gentleman from Tennessee.

Mr. GORE. Before the gentleman becomes too far removed from the distances which he is giving us, will he tell us how far it is from Fairbanks out to the Bering Straits, having in mind the military objective?

Mr. DIMOND. It is about 525 miles from Fairbanks to Nome. I will point out Nome on this map. It is not quite opposite the Bering Straits, but nearly so. From Fairbanks to Bering Straits would be about 600 miles.

Mr. GORE. Would a highway be feasible in that vicinity?

Mr. DIMOND. Oh, yes; a highway would be feasible in that area. As a matter of fact, a highway has been surveyed through the entire country from Fairbanks to the Bering Straits. May I say to the gentleman further that a highway would be equally feasible in Siberia,

and by building 2,500 miles through Siberia one would arrive at Vladivostok, the great Russian seaport in that region. In fact, I think about 2,000 miles of road building in northeastern Siberia would connect the Bering Straits with the Trans-Siberian Railroad.

May I say to the gentleman, it is impossible to find out what the Russian Government has done with respect to road and railroad building in northeastern Siberia in recent years. In the press not long ago, however, I read an account by a reputable journalist which said that it had been discovered the Soviet Government had built a railroad about 1,200 miles long to connect the Trans-Siberian Railroad near Lake Baikal with the west side of the Okhotsk Sea, but I have not been able to get any confirmation of that story. I also had a report that a highway had been extended up through northeastern Siberia and that it was not very far from the Bering Straits, but I have not the slightest confirmation of that either.

Mr. WHITE. Will the gentleman yield?

Mr. DIMOND. I yield to the gentleman from Idaho.

Mr. WHITE. I would like to know how long the road would be open?

Mr. DIMOND. I am glad the gentleman asked that question, because people in this part of the Nation, particularly have a most erroneous idea about it. The road to Alaska, if built, can be operated and can be kept open at reasonable expense during every day of the year. The snowfall in that part of the country, away from the coast, is light.

Mr. PIERCE. Will the gentleman yield?

Mr. DIMOND. I yield to the gentleman from Oregon.

Mr. PIERCE. The gentleman said something about Alaska being an island. I would like to have him talk longer on that subject. Is that not literally true, if our boat line going to the North is cut which is dangerous? A few submarines might operate there and accomplish that. Also, how many people are there in Alaska who have no means of communication or no way of getting out except through the air, which at this time is exceedingly difficult.

Mr. DIMOND. The gentleman raises a very important point.

Mr. PIERCE. We are liable to have another Pearl Harbor there, are we not?

Mr. DIMOND. Without being an un-

due alarmist, and I realize what has occurred is likely to give apprehension to my friends and constituents who live in Alaska, I am fearful that there may be another occurrence of what happened at Pearl Harbor. There is the further possibility with respect to all parts of Alaska lying to the west, that we shall be confronted not only with what happened at Pearl Harbor, but with what later happened at Wake and at Manila. The gentleman brought up a point that I think deserves special emphasis here, that economically and strategically Alaska is an island, because there is no overland communication between the States and Alaska or between Canada and Alaska, except by air.

We have one air line flying to Alaska now. Its southern terminus is at Seattle, Wash., proceeding north through British Columbia to Prince George and thence to Juneau and to Fairbanks. It goes first to Juneau, the capital of Alaska in the southeastern part, and finally to Fairbanks. It is operated by Pan American Airways. I think there are five flights a week each way on this line. The general manager, the famous Joe Crosson, who was in my office a few days ago, said if they could get the ships they would have two flights every day out of Seattle north bound and out of Fairbanks coming south. The Canadians run an airline from Edmonton, in the Province of Alberta, to White Horse, in the Yukon territory. White Horse is at the northerly terminus of the White Pass and Yukon Railroad. I do not know the frequency of their service.

Recently three things happened with respect to Alaska which illustrate, more powerfully than any words of mine can possibly do, the exposed position of Alaska.

In the first place, although Alaska is a part of the North American Continent, it was treated in the War Department orders just as outlying possessions of the United States were treated, in that the wives and children of all men in the military and naval services were ordered from Alaska to the States.

Not only that, but the steamships serving Alaska were practically taken under command by the War Department and the Navy Department in order to get these women and children out of Alaska. I must assume that the order was thought necessary in view of the hazards faced by the people living in Alaska, not only the hazard of injury or death by reason of direct enemy action, but also the hazard

of the interruption of the sea transport service so that supplies could not be shipped into Alaska.

May I interpolate here to say that in Alaska we produce very little of the supplies we consume, either of food, of clothing, or of anything else.

The second thing that happened was that Congress not so many days ago passed bills to provide for the storage of provisions of various types in the Territories and possessions, Alaska included. I think the total appropriations amounted to \$50,000,000, of which \$35,000,000 was generally thought to be earmarked for Hawaii, and the other \$15,000,000 for the Virgin Islands, Puerto Rico, and Alaska. Of course, that appropriation was made at the request of the Executive branch of the Government and had the approval of the Bureau of the Budget.

The third occurrence of a few days ago, and only a few days ago, somewhat shocked and startled me, as indicating the grave risk which all the people must face in the Territory, and they must face it largely only because we have no overland communication with Alaska.

The Alaska Steamship Co., which provides most of the steamship service to Alaska—I suppose it carries three-fourths of the traffic moving between the States and Alaska—increased its rates in order to take care of various types of war-risk insurance. This increase of rates—and the rates were already high, higher than anything we know of elsewhere on the Atlantic and on the Pacific—was 45 percent. This increase of 45 percent in rates was made necessary because when the steamship company asked for war-risk insurance the insurance companies would not grant insurance for less than an amount which made it necessary for the steamship company, as it says, to raise its freight and passenger rates 45 percent.

Mr. SANDERS. Mr. Speaker, will the gentleman yield?

Mr. DIMOND. I yield to the gentleman from Louisiana.

Mr. SANDERS. I was interested in the question asked by my distinguished friend, the gentleman from Oregon, and I have also been very much interested in the statement the gentleman is making. However, pursuing the thought that Alaska is an economic and strategic island, would the gentleman care to point out the nature of the terrain over which the boundary between Alaska and the balance of the continent runs? What is

the nature of it? Is it mountainous? It is a desolate and unpopulated area, I take it from the gentleman's statement.

Mr. DIMOND. Does the gentleman refer to the boundary between Canada and Alaska?

Mr. SANDERS. Yes.

Mr. DIMOND. There is a variety of terrain. In the lower part for a considerable distance from the sea the country is extremely precipitous. There are plenty of mountains which run between 10,000 and 18,000 feet in elevation. There is a great mountain range extending all the way up the coast. You would have to use one of these 4-star Hollywood blurbs to describe it. It is simply colossal.

Farther north, about the point to which I am pointing on the chart now, where the highway would cross into Alaska, there is a broad, open plain that extends for hundreds of miles, clear up to and beyond the Yukon. The elevation above sea level of the terrain at that exact point is not above 2,100 or 2,200 feet, so that there is plenty of opportunity to fly into Alaska and out of Alaska, between Alaska and Canada, over this route, and equally good terrain for the construction of a highway. A little bit farther north we come to the valley of the Yukon River, which is only dimly shown on this map. Of course, that is all open country. Farther north there is another high range of mountains which runs up to 10,000 or 12,000 feet and up along the Arctic coast to which I am pointing now near the mouth of the Mackenzie River, there is a considerable region that is quite low. Near the Arctic coast the Rocky Mountains become just low, rolling hills.

Mr. PIERCE. Mr. Speaker, will the gentleman yield?

Mr. DIMOND. I yield to the gentleman from Oregon.

Mr. PIERCE. Will the gentleman give us the elevation if he can of the road all the way through there and the cost of it, about?

Mr. DIMOND. The highest point of the road on the route that is marked on the map is 4,200 feet. That point occurs just about at the place to which I am pointing here in Canada. There is another place where the elevation, according to the engineers, would be about 3,800 feet, but both of these elevations are in relatively open country. So the building of a road there does not mean it would be buried so deeply in snow that we could not get through it or that it

would be impassable at any season of the year. Fairbanks is about 550 feet above sea level, and as we proceed southeast on the road from Fairbanks to the Canadian border, the highway is a gentle upgrade. So we go from Fairbanks at 550 feet to the boundary between Canada and the United States, which, as I said, is about 2,100 feet. From that boundary it is downhill again to Whitehorse, then easy grades until quite a way down in British Columbia, where we have these two passes to go over—one is 3,800 feet and the other is 4,200 feet above sea level, but neither one of them offers any insuperable obstacle to the building of the road.

As to the cost of the road, I am not an engineer but I have taken counsel with engineers on the subject and, particularly, with Mr. Donald McDonald, who is an experienced engineer, who worked for the Alaska Road Commission, the road-building agency in Alaska, for a good many years, and before that worked for years in the building of the Alaskan Railroad. He is known in Alaska as the father of the International Highway, because with Donald McDonald the highway has been a subject of such intense interest that I suppose, like Cato, who never began or ended a speech without saying "delenda est Carthago," Donald never began or ended an address without saying, "The highway to Alaska must be built." From him and other engineers I received the information which I incorporated in the bill, H. R. 3095, now before the Committee on Roads, authorizing the construction of a highway to Alaska. In that bill I estimated its cost at \$25,000,000, and if the road were to be built over a period of 3 years, that estimate is still good. A good deal of it, I am told, could be built for \$10,000, some of it for \$15,000, and some for \$9,000 a mile, but \$25,000,000, under the normal course of road building, would serve to build the road if we constructed it over a period of several years. If we built the road in 1 year, or 10 months, instead of 3 years, it is likely the cost would be doubled, just because it costs more to gain that much time in the building of anything. We found that out in the building of the Army cantonments.

Mr. GORE. Mr. Speaker, will the gentleman yield?

Mr. DIMOND. I yield to the gentleman.

Mr. GORE. I was going to inquire of the gentleman if it could be built in a year's time or in less time.

Mr. DIMOND. It can be built, I think beyond question, in a year's time. It could be built, probably, in 10 months if we started now. If say "if we started now" because it is highly important in the building of this road that the supplies and the materials and the equipment be delivered along the route of the road before the frost goes out of the ground in the spring. If that is done and if it is put under the control of men who know how to build roads like some of these old logging outfits—the gentleman from Oregon, Governor PIERCE, will know about them—who operate in the Northwestern States, the road can be easily finished in 1 year. I think a still better suggestion would be to take an engineering division of the United States Army, of something like 15,000 men, and with this force the highway could be built in 10 months easily.

Mr. GORE. I want to say to the gentleman I make no claim to being a military strategist, but it does occur to me, a layman, that the road should be built, and immediately; and if it was built now it would be worth many times the \$25,000,000 which the gentleman mentions.

Mr. DIMOND. I thank the gentleman. He is entirely correct.

Mr. SHANLEY. Mr. Speaker, will the gentleman yield?

Mr. DIMOND. I yield to the gentleman.

Mr. SHANLEY. Is it the Delegate's intention to go into the military investment we have already made in Alaska?

Mr. DIMOND. Only briefly. I cannot go into that fully for national-defense reasons. Up until the present moment Congress has appropriated sums that can be found by looking at the appropriation acts, in the total amount of more than \$140,000,000. I reveal no secret in my stating here that fact. Anybody can select the various items in the appropriation bills and total them up. I hope and believe that a much larger expenditure is under way.

Mr. SHANLEY. And it is no secret that we have at least five air bases and one submarine base there.

Mr. DIMOND. Yes; we have three naval bases; one is at Sitka, in the southeastern part of Alaska, another at Kodiak, and there is one at Dutch Harbor.

Mr. SHANLEY. And Unalaska?

Mr. DIMOND. Unalaska and Dutch Harbor are about a mile and a half apart. There is an air station at Fairbanks, and an air base and military post at Anchorage, which is 114 miles from the southern terminus of the Alaska Railroad, at Seward. As a matter of fact this military post is really near salt water, the head of Cook Inlet.

Mr. SHANLEY. And it is no secret that we need to make a triangle between Honolulu, Alaska, and San Diego.

Mr. DIMOND. And the Panama Canal.

Mr. SHANLEY. Yes; but the smaller triangle there.

Mr. DIMOND. Quite right.

Mr. SHANLEY. And the thing that seems to be important is the tremendous military investment we have already placed there and that we must place if we have this so-called island, and because for the first time we find the predominance of the Pacific changed, so that we need this road more than ever, and if we can get the figures on that, that are not confidential, it will be clear that unless we get this road, it will be an island. I hope the gentleman will put that in, because I think all of those who have exhibited an interest in this matter think that that is the bottleneck of the Pacific, insofar as our Northwest defense is concerned.

Mr. PIERCE. Mr. Speaker, will the gentleman yield?

Mr. DIMOND. Yes.

Mr. PIERCE. I would like to have the gentleman put in the RECORD the stake we have there, how many white people there are, how many Indians, and how many are dependent upon us. Let the gentleman state how big is the stake.

Mr. ANGELL. As I understand the gentleman, approximately half of the entire length of this road has been built.

Mr. DIMOND. About a half of it altogether, between Seattle to Fairbanks.

Mr. ANGELL. Including the 400 miles.

Mr. DIMOND. Yes.

Mr. ANGELL. The gentleman spoke about snow conditions. What about the temperature along that road?

Mr. DIMOND. The temperature in winter in some places at some times is pretty low. The extreme range of temperature in Alaska and in the Yukon territory—it does not extend to British Columbia, is between 120° Fahrenheit in the summer, and I think the lowest temperature recorded in Alaska was 86 below,

somewhere in the Yukon Valley. You have, therefore, a wide range of temperature, more than 200°. However, we have found in Alaska, with respect to the operation of trucks, tractors, and airplanes, that the low temperatures do not prevent operation. Airplanes fly just as well in cold weather as in warm weather. In fact, although it is not relevant to the present discussion, the temperature, 5,000 feet above the ground in midwinter is usually from 20° to 30° warmer than it is on the ground itself.

Mr. PIERCE. And it is true that this road is located sufficiently far from the coast and protected by the high mountain ranges, to be fairly well protected against bombing.

Mr. DIMOND. Yes. The precipitous and high coast range follows the coast clear down through British Columbia, and the road itself is 100 miles from the coast. The gentleman from Oregon [Mr. PIERCE] asked me a question about the stake we have in Alaska. I would like to comment on that. We have in the Territory something like 80,000 civilians. I don't know how many troops are in Alaska and, if I did, I should not be free to say on this occasion; but we have 80,000 people in Alaska who are civilian residents, of whom about 32,000 are native Indians, Eskimos, and Aleutes. Their safety is my prayerful concern, but it is also my concern that the military forces in Alaska be protected to the fullest possible extent. What will happen to them all if the sea route be completely blocked?

I yield to the gentleman from Louisiana.

Mr. SANDERS. The importance of this road, it seems to me, should be apparent to everyone. As far as Panama is concerned, of course, we have access in the Atlantic as well as in the Pacific, but if we should lose the sea route to Alaska, the gentleman's observation that it is an island is very impressive. You spoke of \$25,000,000 being the cost to complete the road. What type of surfacing does that contemplate?

Mr. DIMOND. That contemplates crushed rock and gravel surfacing. Probably gravel 90 percent of the way and crushed rock in other places where it could be provided more cheaply. It contemplates a good foundation and at least a foot of gravel or crushed rock on the surface.

We have checked up with the trucking companies to find out whether they can operate over the road. They say they

can haul supplies from Prince George— incidentally, Prince George is on the Canadian National Railroad. That would be the rail head to any large quantities of supplies that must be moved into Alaska over the road. The trucking companies say that with this road gravel surfaced, with the facilities furnished in the way of buildings and stations along the road, they can haul supplies of all kinds from Prince George to Fairbanks for 3 cents a pound, or \$60 a ton, which is not exorbitant considering the conditions. Of course, this is not so low as the rate for the carrying of sea-borne traffic, but the principal military purpose of this road, as we all realize, is to take care of Alaska, both the civilian population and the military population, if our sea lane should be cut. It is economically indispensable otherwise, as I shall explain later.

Mrs. BOLTON. Mr. Speaker, will the gentleman yield?

Mr. DIMOND. I yield.

Mrs. BOLTON. Did you tell us how many lanes wide the road would be?

Mr. DIMOND. It will be 24 feet wide. That would be two lanes. We think two lanes are sufficient at the present time.

The importance of Alaska from a military standpoint—I want to say this before I overlook it—has been recognized for a great many years. In fact, when we had under consideration the other day the bill to build a highway to Panama, I remember that several Members, the gentleman from Tennessee [Mr. GORE] and the gentleman from New Jersey [Mr. EATON], each urged the building of the highway to Alaska, as well as building a highway to Panama. I know that the gentleman from Oklahoma [Mr. JOHNSON] and the distinguished minority leader, the gentleman from Massachusetts [Mr. MARTIN], and the gentleman from Pennsylvania [Mr. RICH] on other occasions have spoken about the real need, economic as well as military, of building a highway to Alaska.

Ordinarily I do not believe in bringing to bear upon this question the opinions of anyone else; but one man saw the importance of the strategic position of Alaska a great many years ago, the late great Gen. William Mitchell, who, as you will recall, was court-martialed for insubordination, or something of the sort, and was convicted and resigned from the Army. General Mitchell had served in Alaska in a military capacity many years ago, about 1901 or 1902. He had made a

thorough study of the country. He had looked into and considered the effect of adequate military development of the chain of Aleutian Islands stretching out toward Japan, and he foresaw more clearly than most people that ultimately we might come into conflict with the Japanese. He also saw clearly—and it was his comment upon that which led to his expulsion from the Army—the effect of air power in future wars. I quote briefly first from General Mitchell's book, called *Winged Defense*, which was published in about 1925. He said:

Much, if not most, of the present equipment for making war is obsolete and useless and can be replaced by much more economical and useful arrangements and agencies. Nations nearly always go into an armed contest with the equipment and methods of a former war. Victory always comes to that country which has made a proper estimate of the equipment and methods that can be used in modern wars.

In that last sentence you can almost see the power that used modern equipment rolling down through Belgium, through France, through Poland. Yet the ideas of General Mitchell were so little thought of that he was consigned to oblivion.

In 1934 he wrote an article which appeared in the magazine *Liberty*, from which I quote:

An air offensive against Japan from Alaska could be decisive. They know this full well, and they know that we are preparing for it in no way whatever. They are misleading us with naval preparation which really will be quite secondary to air power, that ultimately will decide the contest between East and West, while with the greatest secrecy they are developing long-range bombers for an attack on the United States.

Certainly that is an accurate forecast.

Then when General Mitchell appeared before the Military Affairs Committee on February 13, 1935, he was asked about Alaska, and he said this, among other things:

Alaska is the most central place in the world of aircraft, and that is true either of Europe, Asia, or North America, for in the future I think whoever holds Alaska will hold the world, and I think it is the most important strategic place in the world.

So far as the present war with Japan is concerned, I suggest that prophecy today is found accurate, and the best way to see the accuracy of what General Mitchell said is to look at the map. Every lawyer will remember that in the Art of Cross-Examination, by Francis Wellman, he

told a story of Daniel Webster. Webster was trying a lawsuit in which expert witnesses on the other side tried to prove that two wheels were different from each other. The experts proceeded to tell about the "concavities" and "convexities" of the wheels, and all the technical things about them. When they got through Webster rose and turned to the jury and said, "Gentlemen, just look at them; just look at them." All I say to you to do is just to look at the map to see the strategic importance of Alaska. You will notice, for example, that the short line from Seattle, Wash., to Yokohama goes right through the Aleutian Islands. The last island in the chain, Attu, which I point out to you, is 1,730 nautical miles from Tokyo. If on the 7th day of December we had on station in the Aleutian Islands at Attu, or nearby, 1,000 planes, including a suitable number of bombing planes, is it not pretty plain that there never would have been the attack of that day on Pearl Harbor?

Mr. PIERCE. Did I understand the gentleman to say it was only 1,700 miles from Dutch Harbor to Tokyo?

Mr. DIMOND. No; it is 2,500 miles from Dutch Harbor to Tokyo, but it is only 1,730 from Attu to Tokyo.

Mr. PIERCE. Is that the last feasible island for an air base?

Mr. DIMOND. It is the last feasible island in our possession. A little to the northwest is another island as you can see from the chart, Bering Island, of the Komandorski group, belonging to Russia.

Mr. CANFIELD. Mr. Speaker, will the gentleman yield?

Mr. DIMOND. I yield.

Mr. CANFIELD. Will the gentleman tell the House what interest Canada is taking in the development of this highway?

Mr. DIMOND. I can only answer that by saying very little, if any, but I expect to give the history of our negotiations with Canada before concluding.

The Canadians say they are in favor of building the highway. As I shall explain later, they appointed a commission to correspond to our Alaska International Highway Commission to look into the subject but we have never been able to get the Canadian commission, or any other authorities of the Canadian Government down to the point of saying they would agree upon any particular plan for building the highway. They have not submitted a plan of their own

and they have not concurred in any plan that we have submitted to them. I think I can say that the Canadians just are not much interested in it at the present time. In the early days, years ago, they had good reason not to be interested in it, before we undertook any defensive works in Alaska, for we had in Alaska, as our defensive and offensive force, 300 infantrymen who were stationed at the Chilkoot Barracks in southeastern Alaska. You can imagine what good they would be in case of an attack. At that time the Canadian military authorities are said to have advised the Canadian Government that it would be a piece of folly to build the highway to Alaska unless the United States Government had sufficient power in Alaska to be capable of repelling an invader; that the building of such a road might make the entry into Canada by such an invader easy. This, however, is no longer the case for we now have a substantial number of troops in Alaska, and our force, I believe, will be increased as speedily as possible until we have an adequate power there. The force may be adequate now for all I know, but that reason which formerly impelled the Canadians not to take an interest in the highway no longer exists; and in fact the Canadian Prime Minister, according to the press, some time ago said he was favorably disposed toward the highway.

We must remember, of course, that the Canadians are making a prodigious effort to help win the war. I passed over Canada recently en route to Alaska, and I could see evidence of that effort on every hand. The war was the principal business in Canada, a most heartening situation. I have been told since by a man who probably knows about it that nearly 50 percent of the total national income of Canada is going into the war effort. So we cannot expect much more from them. Under the circumstances, it is our job to build this highway to Alaska because it is for the protection of our own troops and our own civilian population in the Territory, who are just as much citizens of the United States and entitled to protection as the Members of this House.

Mr. BEAM. Will the gentleman yield?

Mr. DIMOND. I yield to the gentleman from Illinois.

Mr. BEAM. What amount of money would be required to construct a road of the type the gentleman has described?

Mr. DIMOND. If we proceeded in the usual way, it would cost about \$25,000,000.

If we built it in a year, as I am urging, I am told that the cost would be about \$50,000,000.

Mr. BEAM. The United States to build it?

Mr. DIMOND. I think the United States ought to build it. We know it will not be built otherwise, because the Canadians have their hands full now with respect to carrying on their part of the war and we cannot expect them to put up either \$25,000,000, or \$50,000,000, or \$20,000,000, or \$40,000,000 to build an artery which is largely for the advantage of the people of the United States.

May I say further it is reasonable, if we provide all the money, as I suggest, to insist that the Canadians, instead of stubbornly standing in the way and refusing to agree to any plan for the building of the road, should give us carte blanche as to route or anything else we want so far as it can be done without expense to them. This road runs for 99.999 percent of its distance through public domain where there are no private claims to speak of. I still hope the Canadians will do just that, and I hope they will finally see that their safety as well as our safety depends upon the adequate defense of Alaska.

Mr. ANGELL. Will the gentleman yield?

Mr. DIMOND. I yield to the gentleman from Oregon.

Mr. ANGELL. It would require considerable negotiation, would it not, in the matter of sovereignty over the operation and maintenance of the road?

Mr. DIMOND. I think not. We ought to be able to arrange such things at this time without any great difficulty. Ten years ago or 3 years ago or 2 years ago the answer might have been different. There would have been all kinds of questions about sovereignty. We cannot expect the Canadians to give up their sovereignty. The Canadians will want, and should have, full sovereignty over the highway in Canada, with our rights fully protected, but we do think they ought to agree, if we want to build it at our own expense, that we may build it on any route we choose, provided we do not interfere with them.

I much regret that the high command of the Army, and the Secretary of War, did not take any greater interest in this project. In a letter dated August 2, 1940, a long time ago, addressed to Hon. WILBURN CARTWRIGHT, chairman of the Committee on Roads, the Secretary of War had the following to say:

It is the opinion of the War Department that the value of the proposed highway as a defense measure is negligible and that the legislation proposed in the attached bill should not be favorably considered.

On October 6, 1941, we have another letter from the Secretary of War addressed to Mr. CARTWRIGHT, in which the following is stated:

There are certain military limitations in connection with the proposed highway, which, from the viewpoint of national defense, may justify its construction only under a low priority.

What "low priority" means, I do not know—1 year, 2 years, 5 years, 10 years, 50 years perhaps. He continues:

From an evaluation of the trend in international affairs, however, the construction of the highway now appears desirable as a long-range defense measure.

Mr. PIERCE. Is the letter written by the Secretary of War? Marshall knows the West. He was long stationed in the Northwest. I cannot believe he has any such notions as has this New York lawyer who is at the head of the War Department.

Mr. DIMOND. I assume this letter came from the General Staff of the Army.

Mr. PIERCE. I cannot believe it.

Mr. CANFIELD. Mr. Speaker, will the gentleman yield?

Mr. DIMOND. I yield to the gentleman from New Jersey.

Mr. CANFIELD. Has the gentleman had any expression from the Secretary of War since Pearl Harbor?

Mr. DIMOND. No; not since Pearl Harbor. I say this with the greatest deference to the men in the War Department and the Army and Navy, for whom I have profound respect. They are great men. They have given a lifetime of study to military problems. Of course, they are burdened not only with the problem of Alaska but with the problem of the Caribbean, of Iceland, of Newfoundland, of Hawaii, of Manila, of Singapore, and of everything else under the sun. But this is one of the most important of all, because if the enemy ever becomes established in Alaska, remember, he is then on the North American Continent, and it will be a job to get him out again.

Mr. CANFIELD. I do not want to take too much of the gentleman's time, but I may say that I believe the gentleman is well on his way to winning his fight.

Mr. DIMOND. I thank the gentleman. Even at the risk of repetition, I

should like to present in logical form a brief history of the highway project and a more comprehensive statement of the reasons why I believe, for both economic and strategic reasons, the highway should be built immediately.

With me the building of this highway is not a new thought or a recently acquired opinion. In fact, during all of the considerable number of years that I have had the honor, through the approval of my own Alaska people, of serving in this body, it has seemed that among the principal obligations pressing upon me, both in conscience and in judgment, were to have adequate military and naval installations set up in Alaska for the defense of the Territory and of the Nation, and as a vital and indispensable part of that defense program, and for the most convincing economic reasons, to bring about the construction of the highway to connect, through the Dominion of Canada, Alaska with the United States, and a corresponding expansion of the internal road system of the Territory.

The first action taken by Congress with respect to the highway was in 1930. In that year, by act approved May 15, Public Law No. 228, Seventy-first Congress (46 Stat. 335), the President was authorized to have a study of the subject made. The complete act reads as follows:

Be it enacted, etc., That the President of the United States is hereby authorized to designate three special commissioners to cooperate with representatives of the Dominion of Canada in a study regarding the construction of a highway to connect the northwestern part of the United States with British Columbia, Yukon Territory, and Alaska with a view to ascertaining whether such a highway is feasible and economically practicable. Upon completion of such study the results shall be reported to Congress.

SEC. 2. The sum of \$10,000 is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, for the purpose of carrying out the provisions of this act.

Approved, May 15, 1930.

Pursuant to that authority, the President appointed as commissioners to inquire into the highway project, Mr. Herbert H. Rice, of Detroit, Mich., chairman; Mr. Ernest Walker Sawyer, then Assistant to the Secretary of the Interior; and Maj. (now Colonel) Malcolm Elliott, Corps of Engineers, United States Army, then president of the Alaska Road Commission, now stationed at St. Louis,

Mo., and there engaged in engineering work of the Army.

It will be noted from the act that the commissioners were directed to cooperate with representatives of the Dominion of Canada in a study regarding construction of the highway. The Dominion Government of Canada at that time declined to directly cooperate, taking the position that as the route likely to be selected would lie in British Columbia and Yukon Territory, the Canadian Government should consider the matter as one of essential interest to the provinces. Accordingly, with the assent of the Dominion Prime Minister, representatives of the provinces were named to act with the Commission.

The Commission made quite a thorough study of the subject and reported to the President under date of March 1, 1933, in such report stating that the highway was a feasible project, and could probably be completed for about \$14,000,000. The Commission recommended that negotiations be conducted with the Government of Canada and, the Canadian Government should agree, that specifications and reliable estimates of costs, and resulting benefits of the project should be compared and plans for financing the project made.

Following that report, Congress enacted a law, approved August 26, 1935, Public Law No. 345, Seventy-fourth Congress (49 Stat. 869), authorizing the President to negotiate and enter into an agreement with the Government of Canada for the construction of the road. The act reads as follows:

Be it enacted, etc., That the President of the United States is requested, through such channels as he may deem proper, to negotiate and enter into an agreement or agreements between the Governments of the United States and of the Dominion of Canada, for the survey, location, and construction of a highway to connect the Pacific northwestern part of continental United States with British Columbia and Yukon Territory, in the Dominion of Canada, and the Territory of Alaska; in cooperation with the Government of the Dominion of Canada to cause a survey or surveys to be made to determine the most practicable route for such highway, as well as specifications and estimates of the probable cost thereof, and plans for financing its construction and maintenance.

SEC. 2. The President is hereby authorized, upon the conclusion of the negotiations and the execution of the agreement or agreements herein authorized, to designate such existing agency of the Government of the United States as he may select for the purpose, or

such officials or agency as he may specially appoint or create for the purposes of this act, to carry on the work of survey and location of the route for such highway, and of the construction thereof after the route shall have been determined and approved by the President. And such agency or officials, so designated or appointed by the President hereunder, shall be, and they are hereby, authorized and empowered to communicate directly with a like agency or officials to be appointed by the Government of the Dominion of Canada, for the purpose of coordinating and expediting the work of such survey, location, and construction of such highway.

Approved August 26, 1935.

Promptly upon the passage of this act, the representatives of our State Department had extended conferences with the representatives of the Government of the Dominion of Canada, but totally without results. The Government of Canada plainly was not interested in the construction of the road under any conditions. At that time, however, it is only fair to remember that the total United States military forces in Alaska consisted of 300 infantry, stationed at Chilkoot Barracks. It is commonly, and I believe truly, thought that the military advisers of the Canadian Government were then reluctant to see a road built into Alaska through the Dominion of Canada, having in view the then state of unpreparedness of Alaska to resist any aggression, because the construction of such a road might conceivably facilitate the entry into Canada of hostile forces which might easily, at that time, in case of war, have overrun Alaska.

At all events, no matter what the reason was, nothing was done. The negotiations came to a futile end principally because the Canadians either had no interest whatever in the project or, as is more probable, were definitely opposed to it.

Negotiations under the act of August 26, 1935, being thus at a virtual standstill, another attempt looking toward the building of the highway was made and is being continued. The gentleman from Washington, Representative WARREN G. MAGNUSON, of Seattle, Wash., introduced in the House, and Congress finally passed, and the President approved, a third act authorizing the creation of a commission to be known as the Alaskan International Highway Commission—act of May 31, 1938, Public Law No. 564, Seventy-fifth Congress, Fifty-second Statutes, page 590. The act reads as follows:

Be it enacted, etc., That the President of the United States, within 90 days from the

passage of this act, shall appoint, and he is hereby empowered to appoint, a commission to be known as the Alaskan International Highway Commission, to be composed of five members, one a citizen of the Territory of Alaska, one a Member of the Congress of the United States, and three citizens of the United States of America, said commissioners to be appointed for a 2-year term and to serve without salary or other compensation. Said Commission shall be authorized by the President to cooperate and communicate directly with any similar agency which may be appointed in the Dominion of Canada in a study for the survey, location, and construction of a highway to connect the Pacific Northwest part of continental United States with British Columbia and the Yukon territory in the Dominion of Canada and the Territory of Alaska. Said Commission may cooperate with any such agency in the Dominion of Canada in the study of specifications, estimates, and plans for the financing of the construction and maintenance of said road. Said Commission shall, within 2 years after their appointment, report to the President of the United States the extent and results of their activities and of any conferences relative to such highway, and the President of the United States shall transmit said report to the Congress of the United States.

Approved May 31, 1938.

While the Magnuson bill was pending, and continuously thereafter, until shortly after it was passed and approved, but before any action had been taken under it, an attempt was made to speed the building of the highway through the cooperation of the government of the Province of British Columbia. The prime minister of the Province at that time was the Honorable Thomas D. Patullo, a man of outstanding ability. Mr. Patullo was earnestly enthusiastic in support of the construction of the highway without delay. Of course, our Government could not negotiate with the provincial government of British Columbia relative to the construction of the road because British Columbia is only a Province of the Dominion of Canada. Moreover, several hundred miles of the road must be built in Yukon Territory, which has never been erected into the status of a Province and is thus directly under the control of the Dominion Government. However, Mr. Patullo came to Washington in the early summer of 1938 and repeatedly stated that the Province of British Columbia would cooperate to the fullest extent in the construction of the highway, provided the Dominion Government would agree to any plan for such construction. While in Washington Mr. Patullo called upon the President and expressed his active interest in the highway

and his ardent desire to see it built at an early date.

Accordingly, in May and June 1938, with the full support of the Department of the Interior, I suggested an amendment to the then pending relief bill which would set aside a sum not to exceed \$20,000,000, to be used under the direction of the President for the construction of the highway. Of course, this was contingent upon the agreement of the Government of the Dominion of Canada. The matter was presented to the President who expressly approved the proposed appropriation, but so much delay had ensued before the approval of the President was secured that the bill had passed the House and the hearings on it before the Senate Subcommittee on Appropriations had been closed. Nevertheless, the matter was presented to the Senate subcommittee, but without results. The greatest difficulty to favorable action then lay in the fact that there was no assurance that the Canadians would ever agree to the building of the road under any condition. The President's approval of the appropriation then asked for is indicated by the following letter, dated June 2, 1938:

MY DEAR MR. DIMOND: I have your memorandum of May 25, 1938, asking me to support an amendment to the relief bill which would set aside a sum not to exceed \$20,000,000 to be used for the construction of the proposed International Highway connecting the continental United States and Alaska.

As you know, I am interested in the project and have repeatedly so stated.

We have taken the matter up with the Canadian Government on various occasions and have had no favorable response from them despite the interest of the Premier of British Columbia.

I nevertheless feel that the amendment should be supported and am glad to so state. As drawn, it would become effective only in the event we were able to get the Canadians to agree. Since we expect to continue our efforts in that direction, it would be useful to have the funds available should we obtain their consent.

FRANKLIN D. ROOSEVELT.

Pursuant to the Magnuson Act, the President named Mr. MAGNUSON as Chairman of the Commission and appointed four other members. They are Hon. Thomas Riggs, former member of the Alaska Engineering Commission, former Governor of Alaska, now Chairman of the United States-Canadian Boundary Commission; Hon. Ernest Gruening, then Director of the Division of Territories and Island Possessions, Department of the Interior, now Gov-

ernor of Alaska; Mr. Donald MacDonald, "the father of the International Highway," of Fairbanks, Alaska; and Mr. James W. Carey, consulting civil engineer, Seattle, Wash. Shortly thereafter the Canadian Government appointed a similar commission, with limited powers, consisting of the following: Hon. Charles Stewart, chairman, Canadian section, International Joint Commission; Brig. Gen. T. L. Tremblay, Quebec; Mr. J. M. Wardle, Department of Mines and Resources, Ottawa; Mr. Arthur Dixon, Public Works Department, Victoria, B. C.; and Mr. J. W. Spencer, Vancouver, B. C.

The people of Alaska, with rare exceptions, ardently favor construction. The Alaska Territorial Legislature, at several of its biennial sessions, has adopted resolutions and memorials requesting immediate building of the road. Small amounts of money have been appropriated from time to time by the legislature to pay the expense of collecting and printing material about the highway and to aid in paying the necessary expenses of Mr. Donald MacDonald in his work as the Alaskan member of the Alaskan International Highway Commission.

Ever since 1933, and perhaps prior to that time, the President has been favorable to the construction of the highway and has so expressed himself on numerous occasions. He approved the highway acts of 1935 and 1938, appointed the members of the present Alaskan International Highway Commission, and under his general direction, and by his authority, negotiations have been carried on with the Canadian Government for the construction of the highway. His continuing interest is further indicated by an Associated Press report originating in Washington, D. C., on July 31, 1941, reading as follows:

Mayor LaGuardia announced today that President Roosevelt was anxious to see a real survey started as soon as possible to determine the route of the proposed highway from the American Northwest to Alaska.

LaGuardia, who conferred with the President in the mayor's capacity as chairman of the joint United States-Canadian Defense Board, said Roosevelt wanted the road as a defense measure to facilitate the movement of men and equipment to Alaska in case of emergency.

While it is possible that the funds committed to the care of the President for military purposes may be used to build a highway to Alaska, in order to avoid any doubt upon the subject I am now urging

the enactment of a bill for that purpose which I introduced February 5, 1941 (H. R. 3095), which reads as follows:

Be it enacted, etc., That it is in the public interest and for the promotion of national defense to connect the United States with the Territory of Alaska by a substantial highway usable during the entire year.

SEC. 2. There is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, such sums as may be necessary, not exceeding \$25,000,000, for the construction of a highway through the northwestern part of Canada and into Alaska so as to connect existing roads in the United States and Canada with the Richardson Highway of Alaska.

SEC. 3. The President is authorized to expend all or any part of said sum, in such manner as he may deem expedient, for the prompt construction of the highway, and such expenditures, with the consent of the Government of the Dominion of Canada, may be made in Canada, as well as in Alaska. The President is authorized to cooperate in every respect with the Government of the Dominion of Canada and with the governments of the several Provinces of the Dominion in the construction of such highway.

SEC. 4. In such construction all of the laws relating to procurement and contracts in the construction of public projects are suspended for the period of 2 years from the date of the enactment hereof with a view of having the proposed road constructed and completed at the earliest practicable date.

SEC. 5. The President shall cause such highway to be located and built on the route that in his judgment will best serve the needs of national defense.

Our Commission has spent much time and effort endeavoring to work out plans for the construction of the highway. Various routes have been investigated and several conferences have been held with the members of the Canadian commission. All agree, both our Alaskan International Highway Commission and the Canadian commission, that the highway is a feasible project and that the cost will not be excessive. I think that all agree, too, that the highway will not be only economically useful but will be of benefit to both Canada and the United States. However, the authority of the Canadian commissioners is so strictly limited that they have been able to say little officially except that the project is feasible.

That the road itself can be built readily, without serious difficulty, and at moderate cost, are, I believe, facts beyond dispute. In any event, I have found nobody possessing even a superficial knowledge of the subject in recent years who has expressed a contrary opinion.

As before noted, there is already in existence a road, mostly unpaved, ex-

tending northerly from the southern boundary of the province of British Columbia, first to a settlement called Prince George on the Canadian National Railroad, 526 miles northerly from Vancouver, British Columbia, and 634 miles northerly from the city of Seattle, Wash., the home of Chairman Magnuson of the Alaskan International Highway Commission. Parenthetically, may I state that the distance between Seattle and Vancouver direct is 152 miles. From Prince George this existing road, here of rather low grade, extends 302 miles farther northwesterly, paralleling the Canadian National Railroad, to another settlement called Hazelton, which is also on the railroad.

While several routes for the highway have been proposed, one seems clearly superior to all the others. This route, commonly called the A route, the route chosen by the Alaskan International Highway Commission as the highly preferable one, would not touch Hazelton at all. Departing from Prince George, it would run northwesterly, following an existing road, first to a place called Vanderhoof on the Canadian National Railroad, thence to a place called Fort St. James which is 114 miles from Prince George. From Fort St. James, this preferred route proceeds northwesterly through a lake country and a series of valleys roughly paralleling the coast and about 100 miles therefrom, touching the shores of Atlin Lake and thence running to White Horse in Yukon territory which is the northern terminus of the White Pass and Yukon Railroad. That railroad extends from Skagway, a seaport in Alaska at the head of Lynn Canal to White Horse, a distance of 111 miles. White Horse is at the head of navigation of one of the tributaries of the Yukon River. From White Horse the highway route again proceeds northwesterly over an existing low-grade road about 145 miles to Kluane Lake, thence again northwesterly across the headwaters of the Donjek and the White Rivers and into the watershed of the Tanana River, following the north bank of the Tanana to Delta on the Richardson Highway, and then on that highway, 100 miles farther to Fairbanks, Alaska. The total distance between Prince George and Fairbanks is about 1,500 miles.

On this preferred route between Prince George and Fairbanks, Alaska, there are about 449 miles of some type of road already in existence, of which 100 miles

of good though unpaved road, and another 114 miles is road of fair type. The remaining 235 miles of road are of low grade and would require rebuilding or rehabilitation. The details follow: Prince George to Fort St. James, 114 miles of fair road; near Atlin Lake, 25 miles of fair road; Tagish to Whitehorse, 65 miles of low-grade road; Whitehorse to Kluane Lake, 145 miles of low-grade road; and Delta to Fairbanks, 100 miles of good road.

Another route, which is commonly called B route, proceeds northwesterly from Prince George and lies about 100 miles east of the A route and about 200 miles from the coast. This road, as projected, would not touch Whitehorse at all but would, instead, pass through Dawson, in Yukon Territory, about 350 miles northerly from Whitehorse. From Dawson the road would follow an existing road about 60 miles to the Canada-Alaska boundary and thence a few miles in Alaska approaching Jack Wade Creek. From there it would be necessary to build new road southwesterly to the north bank of the Tanana River, and follow the bank of that river to Delta, and thence to Fairbanks. The B route is considerably longer than the A route.

East of the province of British Columbia in Canada lies the province of Alberta, the capital of which is Edmonton, about 350 miles north of the boundary line between the United States and Canada. Edmonton is connected with the United States by paved highway and a road, largely unpaved, extends northwesterly from Edmonton to a place called Fort St. John, in the Peace River country, and thence farther about 35 miles westerly from Fort St. John. It has been proposed by some that this road be extended northwesterly to Dawson, in Yukon Territory, and thence into Alaska, although its exact route has, to my knowledge, never been disclosed. To this route may be interposed all the objections to the B route and some additional ones. The air distance between Fort St. John and Prince George is 175 miles, and it seems highly probable that Fort St. John could be connected with Prince George by building not more than 225 miles of new road.

Still another route, to which I have referred, has been proposed extending northerly from Edmonton, following the MacKenzie River Valley almost to its mouth in the Arctic Ocean, and thence turning southwest over the mountains,

which are there very low—in fact, only rolling hills—and on the western side of the summit to proceed down the valley of the Porcupine River into the valley of the Yukon. However, the distance to be traversed on this route is so great that at the present time it cannot receive serious consideration.

Both the proposed A and B routes follow trenches, or a series of connected valleys, running generally northerly and southerly in the Rocky Mountain area, cut off from the coast by a high and precipitous range which parallels the coast and is broken only by a few rivers and serves to take most of the moisture out of the winds coming from the ocean. The highest elevations on the B route in Canada are little, if any, lower than the highest elevations on the A route in Canada, while in Alaska a considerable part of the B route is much higher than the corresponding section of the A route and much more difficult of construction and operation. Except for two places, where the road reaches elevations of 3,880 and 4,200 feet, respectively, the A route does not go any great distance above sea level in Canada, while in Alaska the highest elevation on the A route is 2,100 feet at the boundary and thence goes down to 550 feet at Fairbanks. Nowhere on the A route will be found any precipitous road or any high elevations.

Practically all Alaskans and, I believe, most of the people of the United States who are familiar with the subject prefer to have the road built through British Columbia on the A route, as recommended by the Commission. The A route is sufficiently close to the coast that connections might eventually be made with the Alaska coast cities of Ketchikan, Wrangell, Petersburg, Juneau, and Skagway, whereas if the B route is followed such connections will be expensive and difficult and may be prohibitive. Moreover, it seems plain that the A route will give superior defense value, because it is sufficiently close to the coast—about 100 miles—that not only bomber but pursuit planes based on airfields along that route could effectively patrol the coast-wide steamship lanes of southeastern Alaska and of British Columbia.

One of the most compelling and convincing reasons for the adoption of the A route on the line marked out by Mr. MacDonald, via Vanderhoof and Fort St. James, is that between Prince George and Whitehorse, an air distance of 668.2 miles; the A route of the highway follows closely and with only slight divergencies

the line of the air transport route which is now being flown almost daily. This air service, operated by Pan American Airways, was established more than a year ago, and has constantly expanded. At the present time, between Prince George and Whitehorse, there is no airplane landing field, not even one of an emergency nature. Nowhere in the States is such a condition to be found. It is obvious that the building of the road on the A route would greatly facilitate the construction of landing fields which would be almost directly under the line of flight of the airplanes and thus promote the safe operation of the air lines. In fact, a few landing strips, physically connected with the highway, would serve all present air transport purposes. A road connection on the B route would be too far away from the airplanes' line of flight, with a range of mountains intervening, to make it of the slightest use or to furnish the slightest factor of safety to the air operations.

Incidentally, this air service really extends from Seattle, Wash., to Juneau, Alaska. Out of Seattle it proceeds north to Prince George, thence over the line of the A highway route to Whitehorse, and thence to Juneau. Another connecting air service, also operated by Pan American Airways, operates between Juneau and Fairbanks, Alaska, via Whitehorse.

In discussing the highway, the question is continually asked and was asked today, as to how many months of each year it may be used. The answer is that the highway can be used on every day of the year. On any of the routes suggested, the highway will lie in a country of comparatively low precipitation, both winter and summer. Mr. Clyde C. "Slim" Williams, who prospected, hunted, and trapped in Alaska for many years, has made two trips over the proposed "A" route of the highway, one in the winter with the aid of a dog team and the other in the summer, accompanied by Mr. John T. Logan, each of whom was equipped with a motorcycle. Mr. Williams has said that at no place along the line of the highway during the winter season did he find snow more than 3 feet deep, and that the reports he had from the permanent residents of the area were to the effect that the snow fall is uniformly comparatively light. We know from our experience in Alaska, under similar conditions, that there is no difficulty in keeping roads open for traffic all the time, even in the depths of winter. I have in

mind especially a road about 75 miles long, extending from Seward, on the southern coast of Alaska, to Hope on the southerly shore of Cook Inlet. Years ago we thought it impracticable to keep this road open but in recent years it has been kept open without trouble and at a small expense. No more difficulty would be encountered in keeping the highway to Alaska open all winter than is now had in keeping clear the roads between Chicago and Minneapolis.

May I say again, that the time required for construction of the road depends to a large degree upon the need and the desire as to the date of its completion. Beyond question, the road can be readily built in two summer and one winter seasons. Mr. MacDonald, a member of the Commission, and who, as I have stated, has had much experience in similar work, advises me that, if necessary, it can be completed within the next 12 months, provided we start now and have all our materials and equipment on the ground before the frost goes out of the ground in the spring, and provided the work is prosecuted with an adequate force of men and with sufficient equipment and supplies. Within certain limits, the more speedy the construction the greater the cost, but, in any event, the cost would not be prohibitive. Most of the route lies through terraced valleys or rolling plains, with gravel foundation, where ordinary road-building equipment can operate with maximum efficiency. Comparatively few bridges are required and still fewer long spans. In fact, as I recall, on the "A" route there are only five rivers which require bridges of any considerable size. If we were enabled to start construction today the road would be in shape to carry traffic by the end of 1942. It is to be remembered in this connection that the road may even be much more readily serviceable in the winter than it is in the summer season. In the winter the ground in that area is frozen to a depth of several feet so that the heaviest equipment can be moved over it rapidly and without danger of breaking through the surface. Winter would be the ideal time to move into Alaska, when the road is completed, the additional heavy armament which may be required for the defense of the Nation in Alaska.

The justification of the road can be based upon two principal grounds: One economic and the other military. But in order to make either one of them fully understandable it is necessary to give at-

tention to Alaska as a Territory and as a potential state, its size and configuration, its climate, its resources, and its general capacity for sustaining a large population.

As will be seen from the map, Alaska has considerable extent, both north and south and east and west. From south to north, Alaska, at its greatest extremities, lies between the fifty-first and seventy-first degrees of north latitude, an interval of 20° or 1,200 nautical miles. Reduced to statute miles, the figure would be somewhat greater, nearly 1,400. From east to west, including the Aleutian Islands, Alaska starts at about 130° west longitude and proceeds westerly for 50° across the one hundred eightieth meridian and then 7° farther west to the meridian which marks 173° east longitude. The distance from tip to tip east and west in the shortest line is about 1,900 nautical miles, or 2,400 statute miles, which is, roughly, equal to the distance between Los Angeles, Calif., and Jacksonville, Fla.

Although size, of itself, is of no particular consequence, the area of Alaska is sufficiently vast—589,000 square miles—and it extends over a really considerable part of the earth's surface. Alaska is more than twice the size of the great State of Texas and is more than equal in area to all that part of the United States which lies east of the Mississippi River and north of a line drawn midway, east and west, through North Carolina and Tennessee. That particular region in the United States has more than 240 Representatives in this House.

While the common conception of Alaska is that of a cold and barren country, a land of ice and snow and bitter Arctic winds, in which life is unendurable except for polar bears and Eskimos, the truth is that most of Alaska lies in the North Temperate Zone, and that in climate, as well as otherwise, Alaska may be compared, not unfavorably to the Territory, with three nations of Europe the people of which have attained to a high degree of civilization and culture and made magnificent contributions to the welfare of the world. I refer, of course, to Norway, Sweden, and Finland; and I might also include, though I do not, the Kingdom of Denmark.

Let me press the comparison a little further. The three nations which I have mentioned have a combined area less than that of Alaska and a total population in excess of 13,000,000. Before the

outbreak of the present war those people as a whole were probably materially better off than the people as a whole of any other three nations to be found in all the world. As I observed a moment ago, not only materially but spiritually their accomplishments have been vast. The Scandinavians and the Finns are indisputably great races, measured by their achievements. What people of that kind have done in those three countries could be done by people of similar character and stamina in the Territory of Alaska.

In Norway, Sweden, and Finland, passing by for a moment the character of the people, the material development has been founded upon the natural resources such as farm lands, forests, fish, minerals, and water power. Alaska surpasses all three of those countries, taken together, in most of the natural resources that I have mentioned. The farm and grazing lands in Alaska are vaster in area and certainly equally fertile. The fisheries of Alaska are richer and more varied and more extensive than those of Norway, Sweden, and Finland. The forests of Alaska, while not so great as those of the three northern European countries, are yet really considerable, and officials of the United States Forest Service have conservatively estimated that the forests of southeastern Alaska can easily produce, upon a permanent and sustained yield basis, at least 1,000,000 tons of pulpwood per year, of the value of \$50,000,000—truly a rich heritage. The minerals of Alaska are of value enormous beyond comparison when placed beside the mineral resources of Norway, Sweden, and Finland. Alaska has produced to date approximately \$600,000,000 in gold, \$200,000,000 in copper. It produces considerable platinum. Its tin production is small, but the occurrence of that mineral in the Territory is widespread. It is now furnishing chrome to vital needs of the Nation. Alaska contains billions and billions of tons of coal. Nobody knows precisely how much. While its oil fields are practically undeveloped, and most of the more promising areas are reserved, there is at least fair prospect that considerable quantities of oil may be found in the Territory. Alaska has large bodies of iron ore. The 40,000,000 acres and upward of farm and grazing lands in Alaska could readily produce the more than 200,000,000 bushels of grain and 100,000,000 bushels of potatoes which are now grown yearly in Norway, Sweden,

and Finland. Alaska has another great resource, not to be found to the same extent in northern Europe, and that is in the 100,000 square miles and more of reindeer pastures capable of sustaining large herds of reindeer. The Territory has produced to date \$150,000,000 in furs and more than \$1,200,000,000 in fishery products on a sustained-yield basis.

Most of this Territory, as I have said, lies below the Arctic Circle; in fact, some of it so far below that if we should take the Aleutian Islands, most of which lie between 51° and 54° north latitude, and slip them easterly between the same parallels of latitude until they come directly over Great Britain, we would find that these islands would lodge upon all that area of England and Ireland between London and Cork in the south and Leeds, Lancaster, Cavan, and Carrick in the north, all of which is more than 300 miles south of Scapa Flow, the former great naval base of the British Empire in that area.

If the city of Juneau were similarly moved east on its parallel of latitude to Sweden it would come to rest a bit south of the city of Stockholm, the capital of that great country. The city of Seward, Alaska, would similarly cover the capital of Norway, Oslo, and if projected still farther to the east would fall upon Helsinki, the capital of Finland. In fact, the main body of Finland lies between 60° and 70° north latitude, just as does the main body of Alaska. Anyone familiar with both countries knows that in soil and climate and natural resources Alaska far surpasses Finland, and yet we know that until the brutal and unprovoked assault upon it Finland supported in comfort and culture a population of more than three and one-half million.

Alaska has a variety of climates almost as great as that of the several States. On the southern coast, warmed by the waters of the Kuro Shio current, which may be called the gulf stream of the Pacific, the climate is mild both in winter and in summer, with ample precipitation. Farther inland and beyond the coastal chain of mountains the weather is hot in summer and quite cold in winter, and the rainfall and snowfall comparatively light.

While the summers are relatively short, Alaska lies far enough to the north so that the main body of the Territory enjoys well nigh perpetual summer sunshine. In fact, it is well to remember, as we think of climate, that every part

of the earth receives the same number of hours of sunlight during each year. The sunlight in Alaska is largely concentrated in the summer months, and hence in the comparatively short growing season—varying from 90 days in the Yukon Valley to 130 days in the Matanuska Valley, or 160 days on the shores of lower Cook Inlet—ordinary grains of all kinds, such as wheat, rye, oats, and barley, not only grow but mature, and berries and garden vegetables produce bountifully and are of high quality.

Considering the really substantial natural resources of Alaska, the question occurs as to why Alaska has not now a greater population. The answer to that question lies largely, I think, in the fact that up until this moment Alaska has no overland connection by road or railroad with the United States, the principal source of immigration. We know how the West was settled by those who came across the plains in the covered wagons. In the case of Alaska there are two reasons why that cannot occur. First, the covered wagon is no more; and second, covered wagons, or their modern counterpart, the automobiles, cannot be driven through the wilderness of northwestern Canada into Alaska unless a highway is provided. Of course, the journey can be made by sea. In fact, practically all the traffic between Alaska and the States is now carried by sea. A little is carried by air, but under present conditions the cost of transporting freight by air is almost prohibitive. For several reasons the transportation charges for freight and passengers carried by sea are also prohibitively high for most immigrants. Whatever the reasons may be, however, the fact is that people of ordinary circumstances, such as those who crossed the plains in the covered wagons, are not able to get to Alaska. Their finances will not permit of any such extravagant outlay. With a road to Alaska the Territory could avail itself of the pioneer spirit which still exists in these United States. Only instead of traveling in covered wagons they travel in the modern mode of locomotion, the automobile.

I suspect there are some people in Alaska who do not want to see immigrants of this type, just as there must have been people in the West, in the early days, who did not care for the advent of the covered-wagon folk. And yet, if Alaska is to be settled with the same kind of rugged, hardy people who plowed the

plains and settled the West, it is necessary, it is vital that a road should be built to the Territory so that people of that type can enter Alaska. Surely, it cannot be desirable on any ground that Alaska remain so sparsely populated. I shall touch upon that presently when I talk about the strategic position of Alaska in consideration of questions of national defense.

It is no phantasy of the imagination to visualize that with a road from the States to Alaska, and thus Alaska be made available to the people of the Nation, and with the equally necessary extension of the internal roads of Alaska, there will be a steady stream of sturdy settlers coming into Alaska, homesteading its farm lands and putting those lands under cultivation or using them in grazing, and engaging in other associated industries possible in the Territory, so that we shall have in Alaska a large and permanently and firmly settled population attached to the soil, and not only content but determined to make their homes in the Territory.

In the early days of white settlement, Alaska was largely peopled by men, and men only, who came to Alaska to make a fortune if they could, and then to go to the States to spend it. There is a remnant of that thought still in the Territory, but more and more Alaska is becoming a land of homes, and most of the best and most valuable citizens of the Territory at this time are happy not only to spend their lives in Alaska but desirous to do so, and they believe that Alaska offers to their children advantages substantially equal to those which can be obtained elsewhere.

While our particular concern in this House is for Alaska, as a part of the United States, it is entirely appropriate to remark that the region through which the road on route A will pass in British Columbia and Yukon territory is reported to be equally rich in natural resources, and therefore the building of the highway will militate in favor of the development and settlement of all of that area in Canada through which the road will pass. In fact, it is probable that in the beginning many settlers will be so attracted by the advantages for settlement in Canada that they will not arrive in Alaska at all. However, it seems certain that a goodly proportion of the settlers will proceed to Alaska in the first instance, and in any event the land available along the road in Canada will be exhausted, and then we in Alaska can look for a steady stream of hardy and

desirable citizens who will settle in Alaska.

Aside from the economic significance of our northern Territory, and the advantages and benefits for its development which would result from the building of a highway to connect that Territory with the States, there is, at this moment, an even more potent and compelling reason why the highway should be built at the earliest possible moment. That reason is founded upon considerations flowing from the geographic position of Alaska and the necessary effect of that position upon our plans for national defense.

Let us first consider Alaska in its aspect of proximity to the United States. The most casual inspection reveals that the southeastern part of Alaska is only about 650 nautical miles distant from Seattle, in the State of Washington, which is the home of the distinguished chairman of the Alaskan International Highway Commission. The development of modern aircraft has made that distance intervening between Seattle and Alaska a virtually insignificant one.

The coast of Alaska is unique in more ways than one. First, in its extent; second, in the depth, and the prodigality—if I may use that term—of its indentation. The coast line of Alaska is longer than the combined coast lines of the Atlantic and Pacific Oceans and the Gulf of Mexico, of the United States. The length of the coast line, of course, is the result of the many bays and sounds and harbors, which are to be found along the entire coast, particularly in the south fronting on the Pacific Ocean. The coast supplies to all who may need to use them a perfect wealth of harbors and anchorages. Few indeed are the places in the world where such a condition exists. That condition has its disadvantages for us as well as its advantages. The condition is all to our advantage if we maintain a firm and strong possession—armed possession—of all of Alaska including its coast. The condition would be sharply to our disadvantage if that possession should fall to a hostile power.

Alaska fronts, as I have said, for upwards of 1,900 miles on the warm and never frozen waters of the North Pacific Ocean. A glance at a map, or better still, a globe, will show the enormous strategic advantage of the possession of that entire area with abundance of arms and power. We have, therefore, the situation, and the strategical factor, of a long coast, several thousand miles in

extent, and a coast that affords ample harborage almost its entire length.

In one other feature Alaska, and particularly the coast of Alaska, is noteworthy. The Territory is situated sufficiently far to the north that the great circle route, which is the short route, for vessels plying between the main ports of the western part of the United States and the main ports of the Orient, pass near to the coast of Alaska and, indeed, the route between Seattle and Yokohama, actually intersects the Aleutian Islands passing north of some of that archipelago and south of others. Many persons have the impression that the short route between Seattle, or Portland, or San Francisco, or Los Angeles, in the United States, and Vladivostok, or Yokohama, or Manila, on the other side of the Pacific would naturally fall in the vicinity of the Hawaiian Islands. That idea, though widely entertained, is all fiction. The fact is that the great circle, or short route, from San Francisco to Yokohama passes more than 1,700 nautical miles north of Honolulu and less than 300 miles south of Dutch Harbor in the Aleutian Islands. It is a further fact that if one should proceed from either San Francisco, or Portland, or Seattle, to the Island of Guam, it would be considerably shorter, in any case, to touch at Dutch Harbor, in the Aleutians, than it would to touch at Honolulu.

Similarly the several great circle routes from our Pacific coast ports to Manila run close to the coast of Alaska, and far north of the Hawaiian Islands. The short great circle air route from Chicago to Yokohama would go through almost the center of Alaska, following the valley of the Yukon River.

The strategic importance of Alaska, with respect to the nations of eastern Asia, and particularly Japan and Russia, is even more important than would be indicated by anything I have heretofore said. At Cape Prince of Wales, the mainland of Alaska is only 54 miles from the mainland of Siberia and in the middle of the Straits are two islands called Little Diomed and Big Diomed, the former belonging to the United States and the latter a part of Russia. It is in the Aleutian Islands, however, which on the map appear to be like stepping stones between the western and eastern continents, that we may have the really decisive strategic area. At the western extremity of the Aleutians lies Attu Island. This island is only about 200 miles from

the heavily fortified Bering Island, of the Komandorski group, belonging to the Russians, and only about 635 miles from the most northerly island of Japan, an island called Chishimo Netto. Only 20 miles from Chishimo Netto is a much larger Japanese island, called Paramushiru, which is equipped with a substantial naval and air base. Approximately 1,130 miles to the south of Paramushiru is the Japanese capital, Tokio, and its great seaport, Yokohama. So we see that at the extreme westerly end of the Aleutians, our territory not only approaches within 635 miles of Japanese territory, but that it is less than 1,800 miles from our territory at Attu Island to the heart of the Japanese Empire at Tokio.

Seven hundred and twenty miles east of Attu Island, on the eastern end of Unalaska Island, almost at the extreme easterly end of the Aleutians, are two large harbors, respectively known as Unalaska and Dutch Harbor. In these harbors, the Navy is now building air and submarine bases, the degree of completion of which has never been announced. From Dutch Harbor to Tokyo by air is a little less than 2,500 miles.

As elsewhere, perhaps more than elsewhere, it seems plain that whether the posts in Alaska be used for defensive or offensive action, air power will be the predominant element. With adequate air power we can easily defend Alaska, and with adequate air power, properly placed in the Territory, it will be possible to carry the war into the enemy's camp. It is, therefore, I submit, of the highest consequence that every provision be made for the establishment and the strengthening and the full equipment, and, indeed, the expansion of the Military and Naval Establishments in Alaska. Whatever is done there promotes the safety of the United States and greatly increases our chance of speedily winning the war in the Pacific.

Up until the present moment practically all the traffic between the United States and Alaska had moved, and is now moving, by sea. No railroad has been built to connect the United States and Alaska, or even to connect Canada and Alaska, and there is no highway connection between either Canada or the United States and Alaska. The traffic by sea can be maintained as long as we have sure control of the surface and the underwaters of the Pacific Ocean. Either surface craft, or aircraft, or submarines, op-

erating off our coast, may make it impossible to transport the needed supplies safely from the United States to Alaska. It is true that from Seattle, Wash., to Juneau, the capital of Alaska, the route can follow "inside" waters—narrow channels protected by a succession of islands from the open sea—in which the danger of attack from surface craft or submarine may not be so great. But the city of Juneau and those inside waters have no overland connection by road or railroad with the rest of Alaska, which is the main body of the Territory, and in order to carry supplies to the military posts at Anchorage and at Fairbanks, and to at least two-thirds the civilian population of Alaska, it is necessary to go out in the open waters of the Pacific Ocean and to sail on those waters for several hundred miles across the Gulf of Alaska. The difficulties of adequate convoy or protection in that area are bound to be serious ones. In fact, having in mind what was recently reported in the newspapers about the shelling and torpedoing of our merchant vessels literally in sight of the California coast, one wonders how long it will be that sea-borne traffic in the North Pacific to Alaska can be safely continued.

We must realize, too, that there is always the chance that "far called, our navies melt away," and that at no distant day the main part of our fleet may be required for service in the Philippines, or at Singapore, or in the Atlantic. Indeed, it may be at any of those places now for all that I know. If the fleet should be obliged to go to the Atlantic to carry out a task in that area, there is always the hazard that the Panama Canal will be temporarily blocked by skillfully aimed bombs, so that great delay will be encountered in bringing the fleet back to the Pacific.

It is no answer to say that no such combination of unfortunate events could happen. Without blaming anybody, it is sufficient to remark that a similarly unfortunate, and unheard of, and unthought of combination of events happened at Pearl Harbor, and another happened again a few days later off the coast of Malaya when British dreadnought *Prince of Wales* and armored battle cruiser *Repulse* were sunk in about 30 minutes of fighting by Japanese airplanes. The road to Alaska can be built for not more than the cost of such a battleship as the *Arizona*, which now lies a total wreck in Pearl Harbor after only 15 min-

utes of combat. The same amount of money, or less, put into a highway to Alaska may well provide the lifeline by which the Territory is retained in the possession of the United States, for the highway, when built, cannot be bombed out of existence or destroyed or lost by any 1 or 2 or 10 or 1,000 hits by bombing planes.

Can we inertly contemplate the possibility, and it is unfortunately a possibility, that Alaska may be cut off by sea, her armed forces in that area isolated and left beyond our power to adequately reinforce or supply, forced to wage another one of those heroic but hopeless battles that we have just witnessed at Wake, Hong Kong, and Manila? Can we complacently refuse to provide the only alternative that may assuredly and beyond all doubt avoid the grave risk of destruction of the cities of Alaska and the at least temporary oppression and degradation of the Alaskan people? Have we forgotten what has happened and is now happening in Manila? No grand strategy requires such a sacrifice. The solution is too simple, the price of safety too low to justify us in taking any such risk. Alaska, once connected with the resources of America by land, could never be conquered. Alaska calls for help. We have delayed dangerously long. Let us complete this task while there may yet be time.

Supplies brought into Alaska over the highway when it is completed, can be readily distributed in the interior of Alaska and in several of the coast cities. There is now in existence a road, called the Richardson Highway, which connects Fairbanks in the interior with Valdez on the southern coast of the Territory. Last year Congress authorized the construction of a road to connect the Richardson Highway with the Army air and military posts at Anchorage at a cost of approximately \$2,000,000 when completed. That road will be finished this year. Hence with the building of the road between the States and Alaska it will be possible to supply all the needs of the Anchorage military establishments by highway, if the sea lanes should be blocked. It is true, of course, that none of the cities in southeastern Alaska is connected with the interior by highway. However, I again invite your attention to the railroad extending southerly from Whitehorse to Skagway on the coast, a distance of 111 miles. From Skagway to Juneau, the capital of Alaska, by sea

is about 90 miles. In case of stress it would be much easier to patrol the interior waters of the coast of Alaska and thus facilitate the distribution in the cities of that area of supplies brought over the highway, than it would be to patrol the considerably longer distance between Ketchikan and Seattle.

It will be said that the road will be of little use in supplying the naval bases at Sitka, at Kodiak, and at Unalaska, or Dutch Harbor. As to Dutch Harbor, the point is well taken. But even Sitka and Kodiak might under some circumstances be much more readily and easily supplied by the highway to Whitehorse, thence by rail to Skagway, and thence by the use of aircraft, then they could be by ships or by aircraft coming out of the northwestern part of the State of Washington. Moreover, it is to be remembered that the requirements of the civilian population of Alaska are just as great a moral responsibility as the requirements of our armed forces in the Territory. Most of the civilians were there before the Army and Navy came into Alaska. Two-thirds of the people of Alaska can in any event be readily supplied over the highway in case of necessity, which would make the burden much lighter of supplying the remaining one-third by sea or by air.

It must be obvious that the defense of Alaska, or its use as an offensive outpost would be greatly simplified by the presence in the Territory of a permanent population of several millions of our citizens. Accordingly, the peopling of Alaska in that respect, also, tends directly and mightily to the promotion of the national defense in that area. In that event, Alaska would undoubtedly be a State and could make its own more powerful contribution to the defense and welfare of the entire country. If statesmanship really involves the quality of being able to look ahead and prepare for the future, then it is plainly the duty of this Congress to make such preparations for the national defense of the future by undertaking the only work that is likely to bring any substantial population to Alaska within the next hundred years,

namely, the immediate building of the highway to the Territory.

What I propose here is that we build our own "Burma Road" for the safety and security of the Territory of Alaska and thus of the Nation. No one, unless animated with a defeatist or retreatist outlook will say that the job cannot be done and done soon if we set our hands to it. Let us make a comparison.

The Burma Road is almost identical in length with the proposed Alaskan Highway. It differs, however, in every other respect.

First. The terrain is characterized by tremendous obstacles: Mighty gorges, great rivers, range after range of mountains, passes reaching an elevation of 10,000 feet, and hundreds of miles of precipitous rock mountains along the sides of which the road must be cut.

Second. A complete absence of construction materials except those existing on the ground. There was no steel for bridges, no machinery, nothing but the human energy of thousands of men and the materials that existed along the route.

Third. The climate in the lower elevations generated malaria and the death rate reached as high as 80 percent annually. Confronted with this desperate problem the Chinese workmen solved it with their bare hands and their unquenchable spirit, a miracle of engineering achievement, and in a single year.

Certainly, the need for the Alaskan Highway is just as desperate as was the need for the Burma Road.

Can we say that American workmen, equipped with the power and driving force of American road-building machinery equal to the energy of thousands of men, with steel tools and construction materials at hand, working in a simple terrain with no stupendous obstacles, in a markedly healthy country, cannot equal the record of the heroic Chinese and complete this job in a single year? It could be done with one-third of a properly equipped Engineers Division of the United States Army. All that we need is wisdom and calm courage and understanding. This is an opportunity for statesmanship.